

SAILING DIRECTIONS CORRECTIONS

PUB 191 **9 Ed 2000** **LAST NM 16/01**

Page 94—Lines 46 to 54/R; read:

5.18 Port du Havre-Antifer, a large VLCC oil terminal, is situated about 9 miles N of Cap de la Heve, close S of Cap d'Antifer. It is administered by the port authority of Le Havre.

Winds—Weather.—The port is exposed to winds and swell between S and W. Local regulations are in force to prevent incidents due to bad weather. Strong winds may reduce the water level in the port by up to 0.5m.

Tides—Currents.—The tides rise about 8m at MHWS and 6.6m at MHWN.

The tidal currents usually run parallel to the shore and attain a maximum rate of 3 knots at springs.

Depths—Limitations.—The Approach Channel, which may best be seen on the chart, is composed of an IMO-adopted Deep-Water Route, an Access Channel, and an inner Entrance Channel. The Entrance Channel is maintained by dredging at depths of 24 to 25m.

The Deep-Water Route, which is not buoyed, is entered 36 miles WNW of Cap d'Antifer and leads ESE for about 25 miles. The SE end of this Deep-Water Route, where it funnels into the Access Channel, is known as the Zone d'Engainement.

The Access Channel is entered about 11.5 miles WNW of Cap d'Antifer. It is 0.5 mile wide and leads ESE for 7.5 miles to the Entrance Channel. The Entrance Channel, 0.3 mile wide, leads ESE for about 4 miles from the SE end of the Access Channel to the terminal.

A Disengagement Area, which may best be seen on the chart, lies adjacent to the S side of the Approach Channel, about 4.5 miles WNW of the terminal. This area enables deep-draft vessels to abort their approach, turn, and return to the Waiting Areas.

A Safety Area (Holding Area), which may best be seen on the chart, lies adjacent to the S side of the Entrance Channel. This area, 0.4 mile wide, enables outbound vessels, in special circumstances, to stay clear of the Entrance Channel.

A turning area, with a diameter of 1,450m, lies close S of the berths. Vessels are usually swung to starboard and berthed stern first.

An arm extends S from the center of the breakwater and provides two berths with depths up to 28m. Tankers up to 550,000 dwt, 400m in length, 65m beam, and 28.5m draft can be accommodated alongside.

It is reported (1999) that a tanker of 555,031 dwt, 414m in length, 79m beam, and 28.5m draft has been handled at the terminal.

Lighted sign boards are placed at each
(Fr SD C2.1; BA NP 27)

17/01

Page 95—Lines 1 to 53/L; strike out.
(NIMA)

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Page 95—Lines 58 to 60/L; read:

Aspect.—Antifer A5 lighted buoy (49°46'N., 0°17'W.), equipped with a racon, is moored about 21 miles NW of Cap de la Heve.

The Access Channel and the Entrance Channel are marked by lighted buoys. A lighted range, which may best be seen on the chart, indicates the fairway of the Entrance Channel.

An angled breakwater projects from the shore and protects the terminal. It extends 1,550m NW, then 1,000m W, and then 950m SW. A light is shown from a prominent structure, 17m high, standing on the outer extremity of this breakwater.

For further information concerning landmarks and aids, see paragraphs 5.9 and 5.17.

Pilotage.—For information concerning pilotage procedures, requests for pilotage, and ETA messages, see paragraphs 5.9 and 5.11.

Pilots board vessels calling for the first time at Port du Havre-Antifer about 1 mile N of Antifer A5 lighted buoy (49°46'N., 0°17'W.).

An electronic navigation system called Syledis is used in the approaches to the port. It provides information on the vessel's position and movement. The portable receiver unit is brought on board by the pilot.

Regulations.—A Vessel Traffic Service (VTS) Identification Zone for vessels navigating in the Baie de la Seine has been established for the purpose of facilitating recognition of vessels bound to or for the ports of Port du Havre-Antifer, Le Havre, Rouen, and Caen-Ouistreham. The zone is bounded by an arc of radius 22 miles centered on Cap de Le Heve Light. For further information, see paragraph 5.9.

Special regulations and reporting procedures apply to vessels carrying hydrocarbons or dangerous substances bound for or sailing from Port du Havre-Antifer, Le Havre, Rouen, and other La Seine ports. For further information pertaining to these special regulations, see paragraph 5.9.

Vessels over 1,600 grt and carrying hydrocarbons or dangerous cargoes should consider the entire Navigation Controlled Approach Channel to be a Mandatory Access Channel.

Vessels carrying hydrocarbons and vessels constrained by their draft must enter the port via the Approach Channel. Such vessels may enter or leave the Approach Channel only to the W of the A7 and A8 lighted buoys (49°45'N., 0°07'W.).

Vessels constrained by their draft should display the appropriate international signals when entering the Deep-Water Route leading to the port.

Vessels carrying hydrocarbons and vessels constrained by their draft bound for the port must establish radio contact with Le Havre port radio station before entering French territorial waters. Such vessels must remain in continuous contact until berthed alongside.

Vessels carrying hydrocarbons and vessels constrained by their draft bound for the port must report any significant defects concerning propulsion machinery, steering or anchor gear, mooring winches, or radar equipment to the authorities prior to entering French territorial waters. Vessels with any defects will be required to complete a questionnaire.

Vessel carrying hydrocarbons and vessels constrained by their draft bound for the port must have a Le Havre pilot on board while within 7 miles of the French coast.

Inbound vessels constrained by their draft may not turn or leave the Approach Channel once they have entered it at the A7 and A8 lighted buoys (49°45'N., 0°07'W.).

Vessels are prohibited from fishing, anchoring, or stopping, except in special circumstances, while within 200m of the Approach Channel or associated controlled areas.

Outbound vessels, except harbor craft, should stay in the Approach Channel or safety areas. Vessels not constrained by their draft, when W of the A19 and A20 lighted buoys (49°41'N., 0°03'E.), may leave the Disengagement Area if navigation conditions allow provided that they have a pilot on board and they are in contact with the Traffic Control station.

Anchorage.—Two designated Waiting Areas, the limits of which may best be seen on the chart, lie adjacent to the S side of the Deep-Water Route. These areas are exposed but good holding ground has been reported.

The area centered about 2 miles WNW of the A5 lighted buoy is for vessels with drafts of 25m and over; the area centered about 1 mile E of the A5 lighted buoy is for vessels with drafts of less than 25m.

Caution.—Numerous wrecks, some within the anchorage areas, lie in the approaches to the port and may best be seen on the chart.

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Page 95—Lines 1 to 60/R; strike out.

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